

## SAY WILSON WANTS O'GORMAN IN CABINET

Washington Politicians Think  
He Seeks New York Senator  
for Attorney General.

### AFRAID OF MURPHY'S MAN

President-Elect's Friends Fear  
Legislature Would Not Elect  
the Right Kind of Demo-  
crat as Successor.

Washington, Jan. 3.—James A. O'Gorman, junior Senator from New York, might be Attorney General under President Wilson if a way could be found to induce the New York Legislature to fill the resulting vacancy in the Senate with another man of similar calibre.

President-elect Wilson, his friends here say, feels that while the New York Senator is a distinct progressive, his appointment would be an assurance to the business interests that a calm and judicial mind would be brought to bear on every trust and banking problem that might have to be solved in the next four years. It is argued that the Senator's experience on the bench would be of great advantage to him in giving the Sherman law its true meaning and in letting the business interests know just where they stood with reference to the legality of trusts and combinations of capital.

### Wants a Conservative.

The President-elect, it is believed, does not wish to have an Attorney General "who would go on a rampage" and put business in a panic. He wants a man who will enforce the law, but who will do it in a conservative manner. He has been told that O'Gorman would be an ideal man on whom the President and all the other members of the Cabinet might rely for constructive legal advice.

According to numerous politicians here, Senator O'Gorman wants to accept the post. The one thing standing in the way is the knowledge said to be possessed by Governor Wilson and his advisers that the resignation of Mr. O'Gorman from the United States Senate would probably be followed by the election of William F. Sheehan by the New York Legislature.

"Blue Eyed Billy" Sheehan, the close personal friend of Charles F. Murphy, has not outgrown his desire to come to the United States Senate, it is declared. Murphy's strong friendship for him was shown when he kept the New York Legislature deadlocked for months because a small band of insurgents held out against Sheehan's election. The deadlock was broken only when O'Gorman's name was suggested as a compromise.

Murphy is said to be determined to "put Sheehan over" this time if O'Gorman resigns. Neither Senator O'Gorman nor President-elect Wilson is willing that Sheehan should come to the Senate. They would as soon have Murphy himself. The problem, therefore, if O'Gorman is to go into the Cabinet, is to find a way by which some Democrat of the O'Gorman stamp and a real supporter of Wilson may be elected by the New York Legislature.

It is believed here that Governor Sulzer's recent announcement that he is the state leader and owes allegiance to no one except "the people" is part of the plan of President-elect Wilson for testing strength with Murphy.

It is believed Governor Sulzer would work with Mr. Wilson and Senator O'Gorman to bring about the election of a Wilson man to the Senate. Several names have been suggested, including Justice Gerard, William F. McCombs and other friends of Wilson. It is certain, however, that no official announcement will be made of Wilson's desire to have O'Gorman as his Attorney General until assurances have been obtained that the New York Legislature will not attempt to elect Sheehan, but will choose a man who will be free from the influence of Charles F. Murphy and can be relied upon by President Wilson as one of his supporters in the Senate.

In case these assurances are not forthcoming and O'Gorman stays in the Senate, it is thought by many that the choice for Attorney General will fall on Robert Henry, of Texas, now chairman of the Rules Committee of the House. The selection of Henry would mean that A. J. Burleson, who comes from the same state, would not get the portfolio of Agriculture, although his appointment has been generally expected.

District Attorney Whitman returned to town yesterday after a few days of rest and immediately began to prepare his evidence for the "John Doe" grand jury, which meets on Monday. His investigators reported that Mrs. Josie Palmer, who lives in West 50th street, and who is said to have introduced "Manny" Maas to Mrs. Goode, would not be likely to testify in corroboration of Mrs. Goode's story unless subpoenaed and immunity promised. The reason for this backwardness on Mrs. Palmer's part, it was explained, is that she is said to have been living with a detective who is known in that section of the underworld as "Scarface Frank."

W. E. Murphy, counsel for David Maier and Charles Dubeller, who are charged with bribing the janitor of Mrs. Mary Goode's flat to influence his testimony before the grand jury, was irritated yesterday by reports that Maier was "in close touch" with Frederick J. Groehl, an Assistant District Attorney. He said he intended to make a formal complaint with the Commissioner of Corrections, to find out whether Assistant District Attorneys had the right to interview his clients. Mr. Groehl said that the "interview" was of Maier's seeking.

GLASSCOCK FAVORS SUFFRAGE.  
Charleston, W. Va., Jan. 3.—Governor Glasscock will urge the Legislature to submit the suffrage question to the voters of the state. If the Legislature takes this action there is no question that the women of West Virginia will be granted equal rights.

FLORIDA  
Winter Tours  
February 6, 20, March 6  
ROUND \$50 TRIP  
From New York  
SPECIAL PULLMAN TRAINS  
To and from Jacksonville on February 12 and 13; to Jacksonville only on March 10.  
Independent Travel in Florida  
Tickets for February Tours good for two weeks, including date of tour; tickets for March Tour good until May 31.  
Full particulars of C. STUDEE, D. P. A., W. M. PEDRICK, Jr., A. D. P. A., 263 Fifth Avenue, New York City.

Pennsylvania R.R.

## TURNED DOWN, SMITH MAN "SASSES" WILSON

State Controller Accuses Presi-  
dent-Elect of Using Patronage  
to Defeat Him.

### BOTH ARE READY FOR WAR

Governor Decides to Support  
Grosscup—Opposes Edwards  
Because Democratic Boss  
Is Behind Him.

[By Telegram to The Tribune.]  
Trenton, N. J., Jan. 3.—Governor Wilson had a red hot verbal set to with State Controller Edward I. Edwards this afternoon, in which the latter threw down the gauntlet to the President-elect and announced that he would "beat the Governor to a frazzle" in the fight over the selection of a new State Treasurer.

The term of Daniel S. Voorhees, the present State Treasurer, expires on March 1, and Mr. Edwards is a candidate for the place against Edward Grosscup, the Democratic state chairman. The Governor, according to the latter's version, this morning talked the question over, and when Governor Wilson said that he had decided to support Mr. Grosscup the Controller lost his temper and shouted:

"Well, I'm going to beat you, Governor."

"That sounds like a fight," the Governor is reported to have answered, "and if that is so there is not much use of us talking any further."

They kept talking until, Edwards said, he accused the Governor of using the patronage of his office to defeat him. Governor Wilson denied that such was the case, or that he had ever used the patronage of his office for any such purpose.

"Well, if you didn't say friends did," shouted Edwards. "They have promised every state job that you have, and a few Cabinet places, too, in order to get votes in Hudson County for Grosscup."

The Governor tried to make it plain to Mr. Edwards that he was not opposed to him personally, but that he could not support him, because ex-Senator James Smith, Jr., the Democratic boss, was behind him and was going about the state soliciting votes in his behalf. Edwards, however, was obdurate, and announced that he was in the fight to win.

Edwards in Fight to Win.  
"You never knew an Edwards to quit a fight," he told the newspaper men after he had left the Governor's office. "I am in this fight to stay, and I am going to win."

The office of State Treasurer is one of the most influential in the state, because that official has the disposal of about \$10,000,000 of the state's money. Mr. Edwards is cashier of the First National Bank in Jersey City, and this was said to be another reason why Governor Wilson opposes his selection as State Treasurer, because he was said to believe that a banker cannot morally hold the post.

It was learned here to-night that an embryo insurrection has been started by a number of the new Democratic members of the coming Congress to oust some of the old-timers from the choice committee chairmanships of the House. Warren Wood Bailey, of the 19th Pennsylvania District, being the prime mover in the mix-up, and he has started a sort of endless chain of letters among the new Congressmen to line them up for the fight.

Mr. Bailey is a close friend of William J. Bryan and he is using every effort to get the new Democratic Congressmen from the North to stand together against the "hogging" of the committee assignments by the old-timers, who come principally from the South, the fight at the present time being waged by the Ways and Means Committee, which selects the committees and reports back to the Democratic caucus.

The new Congressmen believe that this committee will practically rename all the old-timers now on choice committee, and that the newcomers won't get a look in. The solution, as suggested by the insurgents, was that the power to select committees be taken away from the Ways and Means Committee, and placed in the hands of a committee on committees, to be chosen by the Democratic caucus.

Wants Oklahoma in Cabinet.  
United States Senator Robert L. Owen, of Oklahoma, called on Governor Wilson this afternoon to add another name to the long list of candidates for Secretary of the Interior. Mr. Owen wanted the President-elect to select Rupert Rogers, of Oklahoma, lawyer and Progressive Democrat, who in addition happens to have been a classmate of Governor Wilson in the Law School of the University of Virginia. After talking with the President-elect Senator Owen characterized the United States Senate as the very essence of old machine politics.

"There must be a distribution of power," he said, "so that the party will be properly represented. So long as we were in the minority it made very little difference how the committee assignments were parcelled out, but now that we are invested with the responsibility of government, it makes a great deal of difference."

When the Oklahoma Senator was asked if he thought Bryan should be in the Wilson Cabinet, he said there should be no doubt of it. "I have always been an admirer of Mr. Bryan, and I hope he will take an active part in the administration. The old rancor and hostility against Mr. Bryan has passed away."

Governor Wilson talked over state affairs and patronage with National Committee member Robert S. Hudspeth, Edward E. Grosscup and Congressman William E. Tuttle and Robert L. Bremner. He also discussed a bill which the latter will introduce to provide for a national museum of safety, where all kinds of safety appliances for workmen will be on exhibition.

Governor Wilson will not go to Trenton to-morrow, but will stay at home and rest.

SENDS BACK STOLEN PIN  
"Worried Conscience" Returns  
It With New Year's Card.  
Babylon, Long Island, Jan. 3.—"From a worried conscience" was the inscription on a New Year's card which accompanied a diamond set pin received in last night's mail by Mrs. Charles Smalling, of West Babylon. On Christmas Eve, 1911, there was a fire in the Smalling home. When the blaze was extinguished Mrs. Smalling discovered that a jewelled pin, a gift to her from Mrs. Henry C. Hepburn, was missing. Search was made for it, but without success.

The handwriting on the card and the address on the package were evidently disguised.

## DEATH IN WAKE OF FIERCE GALE HERE

Continued from first page.

other ambulance. One came from Coney Island and the woman, bleeding profusely, was taken there. She may not recover.

Minnie Godfried, a pupil of Public School 164, received a fractured skull when she was struck on the head by a falling flagpole at No. 4529 Fourteenth avenue, Borough Park. The little girl, who lives at No. 1331 46th street, was on her way home from school. Just as her party got in front of the home of Mrs. Fannie Duberstein the storm blew down a 45-foot flagpole on the lawn. It struck the little girl a glancing blow. Her chances for recovery are small.

Blown from Dreamland Pier.  
William Zimmerman, of No. 57 Hamburg avenue, in the Williamsburg section, came near being drowned at Coney Island when he was blown from the Dreamland pier where he and William Snyder were fishing.

Zimmerman landed in the surf where the waves were at least twenty-five feet high, and Snyder had great difficulty in getting a line to him, because the wind blew the rope away every time he hurled the coil. At last Zimmerman caught the end of the rope and was towed ashore.

A two-year-old baby was struck on the head by a piece of board blown from the roof of the Gates avenue station and received a fractured skull.

Thomas Walsh, twenty-four years old, of No. 810 Myrtle avenue, a cook on board the tugboat Golden Age, became frightened when the boat became "rocky" and jumped overboard. He was rescued off Governor's Island by the crew of the tug O. L. Hallenbeck. He was taken to the Long Island College Hospital suffering from exposure.

At Westwood, N. J., the lobby and rear part of the home of Milton Demarest, on Roosevelt avenue, was blown away just as Demarest's mother-in-law, Mrs. Cassion, had passed through the lobby with a basket of clothes. Her only comment to her neighbor, Mrs. R. N. Howell, was: "I'm glad I wasn't in there when it went."

Benjamin Davis, employed as a brakeman on the Long Island Railroad, was blown from the top of a freight train while in the Hollis yards yesterday afternoon and received severe injuries. He was taken to St. Mary's Hospital.

Roofing Blown Away.  
Robert Livingston, representing the Consolidated Gas Company, said that no serious damage had been suffered by the company in this city, but that 1,100 square feet of roofing on one of the buildings of the Astoria Light, Heat and Power Company, Astoria, had been blown away. Mr. Livingston said that William H. Bradley, a gas expert with forty years' experience, said that he had never seen the barometer so low as it was.

After a morning of fog and drizzle yesterday an eighty-seven mile gale came up in the afternoon from the southwest, causing trouble and damage along the waterfront and in the city.

Plate glass windows were broken, insecure parts of buildings were hurled to the streets, tugs and barges were battered about and sunk, and traffic generally for small craft was suspended while the storm raged.

In almost every part of the harbor strange pranks of the sou'wester were reported. Good fortune seemed to be hard upon the heels of the gale, however, and many mishaps that might have been serious ended with little damage and no loss of life.

Ferryboats Brave Storm.  
Seldom has the Battery wall received a beating such as was meted out to it yesterday, by the gale blown combers. The waters dashed against the abutments continuously, throwing spindrift a full hundred yards, drenching the lawns and walks and driving a curious crowd of about five hundred persons to the shelter of the Aquarium.

Only the Staten Island ferryboats ventured out when the gale was at its height. A few big tugs tried to buck through it on their way south, but the skippers gave up the job and put back to their piers.

The Lamport and Holt Liner Verdi, yesterday with two hundred passengers from South America, was unable to warp into her dock in Brooklyn. A tug was ordered to take off her passengers and baggage while she lay at anchor off Tompkinsville, but Fred E. Dulzel, owner of the Dulzel Towing Company, would not let any of his tugs take the risk. It would have been dangerous under the weather conditions to attempt to transfer the passengers, all of whom will be landed this morning.

Two meteorological records were established yesterday at the local Weather Bureau. One was the lowest barometric pressure ever recorded here, and the other was the highest sustained velocity of the wind.

While the storm was general throughout the city, it appeared at its best at the Battery, and attracted many visitors. On the watch for excitement, the crowd surged from one end of the wall to the other. Whenever a boat got into trouble the black mass surged to points of vantage, and many took snapshots of the tugs and barges in distress.

Barge Crushed and Sunk.  
The first trouble began about 2:30 p. m., when four coal laden barges broke off from the tug William C. Cleary and crashed up against the Ellis Island landing pier. One of the barges, owned by the Ontario & Western Railroad, filled and sank before reaching the wall, and the barge J. J. McCollum would have gone to the bottom had not the Cleary made fast to her and towed her head on to the wind.

Hardly had this mess been straightened out when the crowd rushed wildly to the Liberty Island landing, there to watch a tug floundering about in the heavy seas and tooting for assistance. Her starboard rail was under water and those on board were preparing to launch their only lifeboat when the fireboat New Yorker went out and towed her to the lee of Governor's Island.

For a half hour the breakers dashing over the wall held the centre of the stage. Then the crowd rushed eastward to the Staten Island ferryhouse, where the big tug Transfer No. 6, of the New York, New Haven & Hartford Line, was on the verge of sinking. Although her starboard side was jammed up against the ferry slip, seas were pouring into her en-

gine room from the port side, and four of five of her crew had on life preservers.

Just about the time the Transfer No. 6 was about to go over on her beam ends Captain James Bradley, Jr., of the revenue cutter Manhattan, rushed out on the pier and ordered the skipper to work the sinking craft into the government slip at the Barge Office. Once in out of the gale the tug's pumps were able to cope with the flood.

Crew from Tug Rescued.  
The tug Leader, of the Newark Transportation Company, got into trouble midway between Liberty and Reef Light and the Statue of Liberty. Her master, Captain McKoon, signalled for help as the Municipal ferryboat Bronx was on her way from St. George to the Battery. Captain Joseph Smith put about and came up alongside the Leader. A ladder was put out, but the seas were too high for the men to climb aboard.

This plan had to be abandoned, but Captain Smith kept after the tug and cleverly brought his bow alongside the tug's stern. A plank was put out, and quickly five of the seven members of the crew ran aboard the ferryboat. Captain McKoon, with the engineer and fireman, decided to stick to the craft and beach her on the flats west of the Statue of Liberty. Later it was reported that the Leader had sunk before the skipper was able to get her into shallow water.

The tug Golden Age lost a barge off Governor's Island and two deck hands were sent out in a small boat to take a hawser to the barge. The gale capsize the lifeboat, throwing both men into the water. One of them grasped the tug. The other man, whose name was George Henderson, was rescued by the tug O. L. Hallenbeck, in command of Captain Peter Cahill, but he died later from exposure.

STORM CRIPPLES RAILWAY  
New York Central Suffers from  
Washout on Hudson.  
[By Telegram to The Tribune.]  
Newburg, N. Y., Jan. 3.—Traffic on the New York Central line on the east side of the Hudson River was seriously interrupted by a bad washout between Constitution Island and Garrison to-night. The roadbed under the eastbound main track is almost completely washed away, and only one track is open for travel.

A "seawall" of stone, constructed about twelve years ago to reinforce the track nearest to the river, has been washed away. The wall was installed after a passenger train had run into the river at this point. A similar accident was narrowly averted to-night. The Metropolitan Express had reached a point near the washout before the unsafe condition of the track was discovered, and it was stopped only a short distance from the place.

Not in years has the New York Central experienced so much trouble between New York and Albany as it has to-night as the result of the severe windstorm. Telegraph wires at Cold Spring and Rhinecliff are down, and with only one track in use, the trains are moving very cautiously to avoid accidents.

The windstorm did much damage to shipping in the Hudson.

STORM IMPERILS SCHOONER  
Three-Master Battling Waves  
Off Beach Haven.  
[By Telegram to The Tribune.]  
Atlantic City, N. J., Jan. 3.—While the storm was at its height to-day a three-masted schooner came to anchor five miles off Beach Haven and ran a signal of distress to the mainmasthead. Through powerful marine glasses it could be seen that the captain and crew were making lifesaving preparations to ride out the gale. Lifesavers at the stations within range of the vessel were of the opinion that she was leaking badly, and doubt was expressed that she would be able to weather the strong northwest gale that developed late in the day.

But they were powerless to aid, as their surf boats could not live in the seas. The flag hoisted when the schooner first came to anchor gave way to signal lights when darkness came, and these signals were displayed at intervals up to midnight. The government men are hopeful that the crippled vessel is still seaworthy. With a continuation of the gale the only hope of the schooner lies in being sighted by a tug or steamer plying along the coast.

NEW ENGLAND HARD HIT  
Cottages Swept Out to Sea—  
Loss of Craft Feared.  
Boston, Jan. 3.—The lowest barometer in years accompanied the high southwest gale along the New England coast to-night. The official barometer at the Weather Bureau registered 29.6, while at the office of the Boston Trust Company 28.8 was the mark. Much damage was done in Boston and outlying districts by the wind. Fears are felt for much shipping that was unable to reach a harbor.

The highest tide in many years swept the coast. Great seas rushed over beaches and walls, causing much destruction. At Quonochontaug several cottages were carried out to sea.

MOURNERS IN PANIC IN FOG  
Funeral Party on Ferryboat in  
a Collision at Nyack.  
[By Telegram to The Tribune.]  
Nyack, N. Y., Jan. 3.—In the heavy fog on the river at noon to-day the ferryboat Flushing rammed the ferryboat Rockland as both craft were within one hundred yards of their slips and caused great excitement among the passengers.

On the Rockland was a funeral party from Yonkers, with the body of Daniel Purdy, aged 60, who died of pneumonia. Women ran from one end of the boat to the other, and it was with difficulty that deckhands quieted them.

The side of the Rockland on which the women's cabin was rammed and the rail torn off. The hull, however, was not injured. She made her slip in a heavy gale after being tossed about on the waves for twenty minutes after the accident.

EGGS SENT; CHICKS CAME  
Incidentally a New Parcel Post  
Puzzle Was Offered.  
[By Telegram to The Tribune.]  
Harrington, Del., Jan. 3.—While solving for poultrymen the vexatious problem of how to hatch chickens in winter, Josiah Hopkins, who lives near here, presented a new puzzle for postal officials to solve.

As a New Year's gift to a favorite granddaughter in a down state town Hopkins packed two dozen eggs in a fireless cooker and mailed them by parcel post on Wednesday. When the package arrived twenty fluffy chickens appeared, very much alive, together with four dead ones.

The postmaster at the receiving office did not believe the chickens were mailed under the new law, but he delivered them to the addressee rather than disappoint her.

## COAST SWEEP BY GALE AND MANY MAY BE LOST

South Atlantic Shipping Par-  
alyzed, Buildings Blown Down  
and Craft Damaged.

### HOTEL GUESTS SCARED

Structure at Old Point Comfort  
Quivers in the Path of Hur-  
ricane—One Killed, 11 Hurt,  
in Collapse of Factory.

Washington, Jan. 3.—The southwest gale which swept the Atlantic coast states with great fury to-day had by to-night spent most of its force in the section of the country. In its path the storm had left much damage to shipping and property and crippled wire communication. It is feared that there has been loss of life at sea.

Newport News, Norfolk and Richmond suffered the heaviest damage. In Georgia, Florida and South Carolina the wind attained unprecedented velocity, and the property loss will be extensive, both in cities and towns and to shipping along the coast.

The storm, which was central to-night over the lower St. Lawrence Valley, is remarkable for both rapidity of its development and for its abnormally low barometer readings. It had moved slowly across the country in the form of a narrow north and south trough, with only moderate intensity until to-day, when it developed into a terrific gale, central over Virginia.

The revenue cutter service is sending the cutter Seneca to the assistance of an unknown three masted schooner off Little Egg Harbor, N. J.

Newport News, Va., Jan. 3.—Though great damage has been done, not within the memory of persons living here there has been such a terrific windstorm experienced on the Virginia peninsula as that which blew out of the southwest to-day. Shipping was paralyzed throughout the day and damage was done to many craft, both small and large. Several houses in the city and suburbs were unroofed.

Although it blew steadily all day at from fifty to sixty miles, the wind reached its height between sixty-five and seventy miles, shortly before noon. A brick wall of a burned building in the wholesale district was blown over, and crashed through the roof of Swift & Co.'s plant adjoining. Roofs were lifted from dwelling houses, plate glass windows were smashed, trees uprooted and other damage done, but no one was injured.

At the Chamberlain Hotel at Old Point Comfort, which was exposed to the wind with a clear sweep of twenty miles, consternation was caused among the guests by the quivering of the huge structure, the intermittent smashing of window glass and the crashing of sheets of slate from the roof.

The worst damage was done by the storm in the harbor. The British steamers Berwindale and Falls of Orchy, although both had out double anchors, dragged and came together. Later the Falls of Orchy was blown across a sill between two piers, and plates on her port side were damaged. She will be docked for repairs.

A coal barge crashed into the German steamer Wagonwied, but the latter vessel was only slightly damaged. The barge Mary B. Mitchell crashed into a pier and badly damaged that structure. During the height of the storm fully a dozen barges and floats were buffeted about in the harbor, as it was too rough for even the largest tugs to venture to their rescue. Some of the damaged barges are owned by the Southern Railroad and the Chesapeake & Ohio Railroad, and the Sanford & Brooks Dredging Company.

As the wind was still blowing late to-night at a high rate, the amount of damage to small craft could not be learned. Several small oyster schooners are unaccounted for, and it is feared that they and their crews may be lost.

Philadelphia, Jan. 3.—Wind which attained sixty-six miles an hour in places caused heavy damage throughout Pennsylvania, Delaware and New Jersey to-day. Buildings, trees and poles were blown down in all sections of the three states, one man was killed and numerous persons were injured. Vessels, mostly small craft, anchored in the Delaware River and along the Atlantic coast dragged their anchors and were driven ashore.

Low barometric pressure and high winds were accompanied by many variations in the other weather conditions. Snow flurries, heavy rain, sun showers, clear skies, and finally, to-night, more snow, prevailed in this city, while in Harrisburg there was thunder and lightning.

The thermometer showed a wide range. The mercury registered a new high record for January 3 here, shortly before noon, and to-night, when snow began falling, it had dropped to 32.

George Turner was killed and eleven persons were injured in the collapse of a four story factory at No. 411 5th street, in this city. A score of others were buried under the ruins of a shed at Westmoreland street wharf, on the Delaware River, but escaped serious injury.

Many freak accidents, due to the high wind, occurred here. A woman had her handbag torn from her grasp as she walked at Broad and Chestnut streets, and \$48 in bills was blown in all directions. Only a small amount was recovered. The driver of a heavy motor truck was blown from his seat while crossing Walnut street bridge and the heavy machine was dashed through the iron railing, hanging above the river until removed with a block and tackle.

Beaufort, N. C., Jan. 3.—The terrific gale which struck this place and surrounding country to-day continued with unabated fury to-night. Shipping, as far as reported, has suffered little damage, but the wharves here have been slightly damaged. The most serious damage so far reported in this vicinity occurred when the topmast of the wireless station at Rivers Island was blown off, temporarily putting the station out of commission.

The heaviest gale of the season is raging at Cape Lookout, where the British steamer Alcazar is ashore. The revenue cutter Seminole, Captain Garden, is standing by.

Wilmington, N. C., Jan. 3.—A southwest gale attaining a maximum velocity of thirty-eight miles an hour at 7 o'clock to-night prevailed here all day, but without damage to life or property. Advice from Southport at 8 o'clock to-night were that the gale off the coast reached probably fifty miles an hour, but was moderating apparently at that hour. No damage to shipping had been reported.

The fate of the schooner Savannah, stranded on Frying Pan and abandoned by the crew a week ago, is unknown, although hope of saving her had already been despaired of.

## CHEESE MAKES FIFTY ILL

Whole Families Are Poisoned in  
Little Falls, N. Y.

Little Falls, N. Y., Jan. 3.—Physicians cared for more than fifty ptomaine poisoning cases in the foreign section of this city to-day. Many of those affected are seriously ill, and in some cases entire families have been stricken.

Doctors say they have traced the cause to cheese.

## Our Art Embroidery Shop Offers:

Hand-Tooled Illuminated  
Leather Mats, Table  
Covers and Lounging  
Pillows

At One-Half Usual Prices.

The goods are all of the highest quality of workmanship, and the charm of refined elegance, combined with durability, makes them particularly desirable.

To facilitate selection an entire centre section is devoted to the sale of these goods.

LOUNGING PILLOWS  
Values \$5.00 to \$9.00  
At \$3.00 and \$4.50  
Very Special Offering.

TABLE COVERS  
30 inches 36 inches  
\$5.00 \$7.50  
Values \$7.50 to \$15.00  
Oval, oblong and round.

ROUND MATS  
8 inches, 10 1/2 inches, 12 inches,  
25c 50c 75c  
Values 35c to \$1.50.

MATS, AS FOLLOWS:  
15 inches, 20 inches, 25 inches,  
\$1.00 \$2.00 \$3.00  
Values \$1.50 to \$6.00  
Round, square and oblong.

ALL CARS TRANSFER  
Bloomington  
LONDON TO  
3 P.M. SAT. 6 P.M. SUN.

ART EXHIBITIONS AND SALES.

AMERICAN ART GALLERIES  
MADISON SQUARE SOUTH  
NEW YORK CITY

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9 A. M. until 6 P. M.

Rare Historical China  
And other rare old china, Pewter,  
Hot Water Urn by Paul Revere, and  
other interesting objects  
Collected by the late

Mrs. Clarissa W. Samson,  
of West Medford, Massachusetts.  
An acknowledged authority on old English  
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Tuesday, Wednesday & Thursday  
Afternoons next, January 7th,  
8th and 9th, at 2:30

at the  
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Madison Square South,  
ILLUSTRATED CATALOGUE mailed  
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ALSO ON FREE VIEW  
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Tadamasa Hayashi  
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Oil Paintings  
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By noted French Impressionists  
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Degas (11) Boudin (2)  
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Blache (13) Raffaelli  
Guillaumin (4) Zandomeneghi (5)  
and other prominent Artists.

To Be Sold  
at Unrestricted Public Sale  
Wednesday Evening Next,  
January 8th, at 8:15  
at the  
American Art Galleries  
concluding

In the Grand Ball Room  
of the Plaza  
Thursday Evening Next,  
January 9th, at 8:15  
(Admission to the Plaza by card to be  
had free of the managers.)